









## THE SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held this afternoon. Mr. E. H. May (Vice-President), Captain Superintendent of Police, presided; there were also present: Hon. F. A. Cooper, Mayor of Public Works; Dr. Harcourt, Mr. J. J. Francis, G.O.C.; Mr. R. K. Leigh, and Mr. H. McCallum, Secretary.

**REPORT OF THE COMMITTEE OF THE SANITARY BOARD.**—The report of the Committee of the Sanitary Board appointed at a meeting held on 31st January last to consider and advise on the management of the sheep and pig depots was read. The report recommended that the alteration of the depots with reference to the depots, the keeping of cattle, sheep, or pigs intended for slaughter be forbidden in any other place than the Government depots, and the withdrawal of the authority now vested in the Sanitary Board to license places for the keeping of cattle, sheep, and pigs, and slaughter, the Committee recommended that it was highly undesirable from a sanitary point of view that any house or place in the city, however well fitted, should be used for such purposes. The population was too dense to render it advisable. The Government depots were in the outskirts of the city, and so situated that there was no probability of the immediate neighbourhood becoming built upon, or over-crowded. The Committee also suggested the making of a second entrance so as to give separate means for exit and entrance for the sheep and pigs.

Mr. Cooper said the sooner a proper superintendent was appointed the better. After some remarks it was agreed to adopt the bye-laws and forward them to the Government with a recommendation that they should be passed.

## SECRETARY'S AND SUPERINTENDENT'S DUTIES TO BE SEPARATED.

It was agreed to suggest to the Government that the offices of Sanitary Superintendent and of the Sanitary Board should be separated, and that an officer should be appointed as Superintendent at an early date.

## THE REGULATION OF COMMON LODGING HOUSES.

The Acting Colonial Secretary (Mr. J. H. Stewart Lockhart) forwarded to the Sanitary Board a report by the Registrar General (Mr. J. H. Stewart Lockhart) on the subject of Common Lodging Houses By-laws.

The report was as follows:—I have the honour to report for the information of the Board that the regulations for the registration of Common Lodging Houses have not been complied with by the persons whom they affect.

2. Previous to the date on which these regulations came into force, I carefully explained them to the masters and occupants of common lodging houses, and to the more commonly known as "coolie" houses, with a view to removing any misapprehension which might exist and to preventing any misunderstanding arising as to their object. That such misapprehension did exist was evident, for the head coolies and those who work under them were labouring under an erroneous impression that the regulations were a tax on the coolies, and that photographs of the coolies would be required. In addition to orally informing representatives of the coolies that no fees would be charged and that no photographs would be required, I caused a Chinese notice to be put up with the same effect, and distributed to the numbers amongst the head men and coolies.

3. Having learned at the same time that a rumour was being spread that the ultimate object of the Government in introducing the regulations with regard to common lodging houses was to tax the Chinese resident in the Colony, I caused a contradiction of this baseless fabrication to be inserted in the Chinese notice and affixed a reward to any one who could furnish information which would lead to the discovery of the persons who had put the rumour in circulation. No one has yet shown any desire to obtain the reward.

4. In addition to holding several interviews with head coolies and coolies, and notifying them as indicated, I also requested the leading Chinese merchants who are large employers of coolie labour to explain the position to their employees, and urged the influence of the representatives of the districts in China from which the coolies in Hongkong chiefly come to co-operate in the same direction. Both these parties report that they have complied with my request, but no head coolies have registered up to the present time.

5. In forwarding this report I beg to point out that I have not consulted any of the European merchants, who, either through head coolies or compradors, in many instances employ large numbers of coolies. They could no doubt render valuable assistance in this matter, and I would suggest that before any prosecutions are instituted, which I presume will be done at the instance of the Sanitary Board, they should be consulted either through the Chamber of Commerce or the Sanitary Board.

Appended were the following minutes:—**Dr. Harcourt.**—It seems to me that the Chinese are not very much interested in the law, and it certainly should be enforced promptly else all recent sanitary regulations will be useless.

**Mr. J. J. Francis, G.O.C.**—I am sorry to find, from this report, that no steps have been taken to enforce the law. They came into operation, I think, on the 1st January, and, I think, the subject during the last two months, I was under the impression that they had been obeyed. I see nothing for it now but to enforce them promptly. There has been too much negotiation and too great delay. The Chinese will simply despise us. I strongly recommend any negotiation through the European merchants and their compradors. The coolies and their headmen will look on it as a sign of weakness and indecision. The laws have been framed with every desire to bear as lightly as possible on the coolies and to consider their feelings and prejudices in every possible way, and they must not be enforced hesitatingly and at once. If anything in the shape of a strike or disturbance takes place, the Government must be prepared to deport at once every head-man whose coolies go out on strike, no matter how much he may protest his innocence. Chinese headmen come to the depots, coolies, and head-men all sympathize and support these movements, and it must not be forgotten that combinations and strikes for the purpose of coercing the Government to alter the laws are in the nature of sedition. There is no room for negotiation between the Government and the Chinese. The Government will give effect to certain claims as between employers and workmen, and a strike the direct object of which is to compel the Government to alter or refrain from enforcing the law.

**Mr. R. K. Leigh.**—I agree with Dr. Harcourt. The Captain Superintendent of Police—In compliance with Mr. Francis' desire, there has been for some time "coolie rules" in Hongkong, hence every reform, whether

Sanitary or otherwise, is met with favourable non-resistance from the native population. I think any good can be done by further negotiation and advice, and immediate prosecutions.

## WATER-CLOSETS.

An application was made by Messrs. Leigh and Orange, on behalf of Messrs. D. Sassoon Sons and Co., for permission to erect three water-closets in their offices.

**Minutes.**—Mr. J. J. Francis.—In order to comply with the recommendations of the Committee of the subject unanimously adopted at its last meeting, there must be a full report on their premises showing facts from which the Board can come to the conclusion that these offices cannot be properly worked under the bucket system. It will require a very full and very clear report indeed to convince me that the Board is required. If this application is granted every set of offices in Hongkong will have an equally good claim.

**The Captain Superintendent of Police.**—The premises seem to me to come under No. 1 of the recommendations of the Committee. The Director of Public Works.—These offices are situated in a large extent used by Europeans. It is so, it seems a case in which permission should be granted.

Mr. Francis moved and Dr. Harcourt seconded that the report should be sent back to Mr. Cooper for details on each case.

Mr. Cooper moved it should be sent back to the Board for details. There was a great deal too much work being thrown on the executive officers of the Board.

Mr. Francis was willing to withdraw his motion, and Mr. Cooper's proposal became the finding of the Board.

## MORTALITY STATISTICS.

The Secretary reported that the death-rate for the week ended March 2 was 20.8 per 1000 per annum as compared with 19.5 in the corresponding week last year. For the week ended March 9, the death-rate was 19.9 as compared with 21.1 in the corresponding week last year. A case of typhoid fever was reported.

Appended was the following minute:—**Mr. J. J. Francis, G.O.C.**—In cases of typhoid fever should there not be, in every case, a close enquiry of a special nature into the cause, as far as possible, the cause. In some cases, of course, there is no possibility of tracing the cause, but in other cases, yes.

## SANITARY SURVIVOR'S REPORT FOR 1894.

In his report for the past year, Mr. J. R. Crook stated:

Plans for the redecoration of 252 houses were carried forward from 1893; plans for 878 houses were deposited in 1894, making a total of 1,130 in hand during the year.

A total of 555 houses have been completed and the plans for 8 houses cancelled during the past year, leaving 567 still incomplete which are carried forward to 1895.

Certificates have been granted under Section 71 of the Ordinance of 1887, to 46 houses as having been built in accordance with the provisions of that Ordinance.

The number of houses, 567, carried forward from last year is largely in excess of what has been built in previous years. About one-third of these, however, are new buildings still in course of erection, while the remainder of the houses are completed except for small repairs.

The number of houses certified as having been built in accordance with the provisions of the Public Health Ordinance is only 46 as compared with 219 in 1893 and 475 in 1891; the reduction may probably be attributed to the fact that the provisions of the Ordinance of 1887 were not strictly enforced by the last year's order warrant from the President made in accordance with Section 63 of the Public Health Ordinance, and the owners were called upon to reconstruct the drainage arrangements.

On the outbreak of the plague in May my services were placed at the disposal of the Board for the purpose of supervising the disinfection and cleansing of all plague houses throughout the Colony. A detailed report of this work has been furnished, but the annexed tables C and D, which were attached to that report, are sent in again as they have an important bearing on the question of the redecoration of private premises. The redecoration of a large number of houses has been undertaken by the owners since the occurrence of plague in the colony.

Water-closets have been erected and connected to the house drains by permission of the Board or by the owner, and the drainage of the premises has been improved in the following premises:—Grand Stand, Race Course; Tramway Terrace, Garden Road; Bank House, Garden Road; Nos. 64 and 66, Queen's Road Central; Gas Works, Praya West; Remedios Terrace, Arbuthnot Road; Glenaleigh, Cairn Road; City Hall; and the Hongkong Club.

Some notice is called for here of the inaccuracies of deposited plans and of the failure to properly inspect work before calling for the Board's orders. It is but too clear that in the majority of cases no attempt is made before starting the work to get what is wanted may be obtained for the drains and in the latter part of the City it is seldom that they can be laid throughout to the gradients indicated on the plan. No notice is given of the change of gradient and it is only ascertained on inspection. It is too a frequent occurrence to find that the drains are not connected to the main sewer, and that the water is allowed to run into the street. It is to be laid without any pipe in the joints and with cement protruding in the drain through the bottom of the joint. Instances could be quoted where four or five inspections have had to be made of drains before they could be passed. I call attention to these facts as they occasion waste of time, and in the hope that those responsible will exercise more care in the future.

## HONGKONG SHARE MARKET.

Messrs. Charter & Varnoe, in their share report for today's mail, say:—

The market has remained quiet since date of our last, but rates have ruled steady and in some cases show an improvement. We have nothing of importance to report.

**Banking.**—Hongkong and Shanghai have ruled quiet with small sales at 14 1/2 per cent. for 90 days, and 15 1/2 per cent. for 120 days. Other banks have been more or less neglected.

**Fire Insurance.**—Hongkong have found small investing buyers at 17 1/2 and 17 3/4 ex div., and others are sought for at quotation without finding sellers.

**Shipping.**—Hongkong, Canton, and Macao.—With the conclusion of the arrangement with the opposition boats share jumped to 830, with a bid at that and at 820, 825, and 830; market closed at 820, 825, and 830; market closed at 820, 825, and 830.

**830, but none seem forthcoming.** Donghai's are rather easier with sellers at 831, ex div. China-Manila continues neglected. Mutuals rule steady at 27 for preference.

**REVENUES.**—China Sugars are very much weaker, sellers ruling the market at 3140. The weakness is attributable to the declaration of a 5 per cent dividend of 4 per cent, which is less than was anticipated.

**MISCELLANEOUS.**—Docks continue to change hands in small lots at 83 per prem. Lands have been in good demand and many shares have changed hands at 83, 83 1/2, and 84 1/2. The demand has chiefly been for an investing nature and a great many shares have been taken by investors outside the colony. Green Islands have changed hands at 86, Kowloon Wharfs at 83, Watsons at 84, and Penwicks at 81 1/2.

**Mining.**—We have nothing to report except a rise in Balmoral to 85.25, and Panjane has ruled 75, 85, 25.10 and 25.25. Panjane has ruled 75, 85, 25.10 and 25.25.

## REUTERS TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL.")

LONDON 14th March, 1895. **CONTINGENT EXTENSION OF THE HONGKONG NAVAL DOCKYARD.**

Mr. Edmund Robertson, Civil Lord of the Admiralty, stated in the House of Commons that this year's loan bill made no provision for the extension of the Naval Dockyard at Hongkong, but he hoped that a preliminary survey would be made. The Times urges the importance of avoiding delay in this matter.

## THE TERMS OF PEACE.

Nothing is known in London concerning the Japanese conditions of peace, but the Russian newspaper *Novoe Vremya* states that Japan demands the cession of a portion of Manchuria to Mowden and the great wall.

## LATE TELEGRAMS.

(From Rangoon and Ceylon Papers.)

**Break-up of the Frost at Home.**—London, February 22.—The frost has broken and general weather is slowly settling in.

## THE CHIEF COMMISSIONER AT THE CAPE.

LONDON, February 22.—Lord Ripon has telegraphed to Sir Henry Loch granting him leave of absence to return home. He will, after coming to England, resign his appointment as Chief Commissioner at the Cape.

## MOVEMENT OF A RUSSIAN FLEET.

St. Petersburg, February 22.—The Russian Mediterranean squadron has been ordered to proceed to the Pacific.

## OFFICIALS.

LONDON, February 22.—The death is announced of Baron Abercrombie through influenza.

## WARRIOR OVALITY TEST PENDING.

Albion, February 26.—The Native Cavalry test-pending competition at Umballa has been won by the 10th Bengal Lancers with 90 points; the 19th Bengal Lancers with 84 being second.

## SPECULATION IN KEROSENE.

Calcutta, February 26.—Considerable speculation in kerosene has been going on lately in Calcutta, the Native dealers being convinced that the duty on the oil will be raised when the Budget statement appears.

## OFFICIAL CHANGES.

Atahabad, February 26.—Surgeon-General Fletcher, Inspector-General of Hospitals, North-West Provinces, retired on March 20th, and will be succeeded by Surgeon-Colonel Warburton.

## RUSSIANS ATTACKED BY NATIVES.

Atahabad, February 26.—A tragic shooting fracas happened on the 20th in the town of Patala. Three Europeans were set upon by a number of natives, provoked at their having shot some peacocks, and used their guns apparently in self-defence. Two natives were killed and two wounded, while the three Europeans were all more or less severely injured.

## KHYBER AFFAIRS.

Calcutta, February 22.—The Khedive yesterday reviewed all the troops in the Gordon here. His Highness wore the Order of the Bath. After the march past the Khedive complimented Major-General Sir Frederick Walker on the efficiency and appearance of the troops.

## BIMETALLISM.

LONDON, February 22.—In the House of Commons last night the expected debate on Mr. Everett's motion in favour of holding a Bimetallic Conference took place. Sir William Harcourt admitted the question regarding silver was really a grave one. As he was personally a convinced monometallist he doubted the utility of holding a conference to discuss bimetallicism. It is certain the interests of the powers concerned would clash, and he as Chancellor of the Exchequer declined to subject British currency to the control of any international Committee. Other powers, he said, would come to the conference to their currency. He accepted the motion under the distinct understanding that Her Majesty's Government was not prepared to bimetallicism. In conclusion Sir William Harcourt said the British Government was ready to join in any exchange of views on the question.

Mr. Charles Chaplin supported the motion and declared that by the closing of the Indian market a mortal blow had been inflicted on silver. The levying of duties on Manchester goods imported into India was no remedy for the crippled Indian finances. He regretted his Right Honourable friend Mr. Balfour's absence from the House, and said that if he were present he would have powerfully supported the motion with his eloquence.

After some further debate Mr. Everett's motion was adopted by the House without a division.

LONDON, February 27.—The Times in an article reviews the debate in Parliament yesterday evening regarding the international monetary conference, regrets the proceedings show a weakening of the resistance on the question of bimetallicism made by the House of Commons.

**A NEW PHASE OF THE CAPITAL QUESTION.**—Atahabad, March 1.—A new development has occurred in connection with Chitral affairs. Sher Ali, uncle of the present de facto Mir, is reported to have escaped from Kabul, where he was under detention by the Amir. Instead of making for Chitral, he has appeared at Nowgall in Dargai on his way, it is presumed, to join Usur Khan. At any rate information to this effect has reached the Government of India which, it is said, has every appearance of being trustworthy. Confirmation of the news will be awaited with some anxiety.

In the meanwhile, in Southern Chitral Usur Khan is reported to be hastily reinforcing Ulla Karakul to expect an attack by the Chitralis in Chitral.

Mr. Robertson has now about 800 Sikhs and Kashmiri Imperial Service troops under his order with ample supplies. The young Mir is still with him, and the place is quite secure against surprise. There are a number of British officers with this force and also with the troops in Mastai.

## RUSSIAN AFFAIRS IN AFRICA.

Paris, March 1.—In the Chamber of Deputies during a discussion on the Colonial situation M. Delcasse declared that through

French action the English dream of possessing the Upper Nile and Egyptian Sudan had vanished forever. Mr. Hanotian declared to be drawn into any statement.

**THE OPIUM COMMISSION.**—London, March 1.—The Chancellor of the Exchequer, in reply to a question from Mr. W. H. Williams, said, taking all the circumstances into consideration he considers the British Exchequer ought to bear the whole cost of the Opium Commission.

The Times announces that Mr. Paine signs with the majority report of the Opium Commission, and that Mr. J. H. Williams alone is presenting a memorandum of dissent on certain main questions in the report.

## LORD ROBERTS.

LONDON, March 1.—A decided improvement has taken place in the condition of Lord Roberts, and there are now every signs of early recovery.

## FATAL ACCIDENT.

Albion, February 27.—A fatal polo accident happened at Scarborough on Monday evening. Captain F. Oswald, 1st Lancers, Hyderabad Contingent, in attempting to hit the ball underneath his pony, over-balanced himself and being thrown heavily head foremost, sustained a fracture of the base of the skull. Surgeon-Captain Scott who was playing in the game came to his assistance immediately, but the case was past aid and the unfortunate officer expired before he could be brought to Hospital.

**RUSSIAN TROUPE.**—Bombay, February 27.—A French tale-teller, named Perin, who arrived there on Sunday from the Persian Gulf, reports that when he left Muscat the disturbance there was still at its height. The Sultan and his brother were still in the forts when they continued bombarding the town which the invaders still held. The subject of the tale-teller's story had been unsuccessful. Both parties were daily expecting reinforcements. From all accounts a desperate resistance is expected. The town is greatly damaged and the work of destruction was proceeding. The Political Agent had not been disturbed. The British had been shifted to the residence, where they were out of range of the firing from the forts. A force from the British men-of-war anchored in the harbour were protecting British interests ashore. The city gates were still in the hands of the invaders. The general impression was that the Sultan will prevail over the invaders. The landing and unloading of goods just now is impossible at Muscat.

## NEWS BY THE AMERICAN MAIL.

**"LA GASCOGNE" SAVED.**—New York, February 11.—La Gascoigne, the long-overdue French steamship, came into port to-night with three red lights hanging from her mizenmast as a signal that she was disabled. Her passengers were all on deck, some of them singing, and most of them cheering, as persons are wont to do when their minds are suddenly relieved of a heavy strain. For thirteen days of a voyage lasting sixteen days the ship had been disabled. It was comparatively good luck that the ship occurred, but the steamer was doomed to run into some of the nastiest weather of her voyages. When the break had been repaired the steamer proceeded on her way, but under greatly reduced speed. When near the banks of Newfoundland La Gascoigne encountered a gale that increased to a terrific force. While off St. John's, February 10th, the machinery broke down again and the steamer was again holed, this time for forty-one hours. During all this period the engine did not make a single revolution. When the second repairs had been made the steamer started forward once more, under still further reduced power and headed toward the Long coast.

It is a remarkable fact that during the entire voyage across the Atlantic La Gascoigne did not sight a steamer until she passed one bound for Philadelphia late on Sunday. Late this afternoon the French steamer signalled the Sandy Hook light, and the crew and officers consequently upon the break-down, and when inquiries were made by the passengers the officers made no attempt to conceal the true facts.

We learned that the piston of one of the intermediate cylinders had broken, thus incapacitating the machinery. The engine had been stopped as soon as possible and the steamer fell off into the trough of the sea, which was not heavy at the time. The passengers were quite cool and had no apprehension of danger. In fact, we were not at first distressed by the knowledge of the accident.

We lay for sixteen hours while the full crew of engineers were working on the disabled cylinders. After the breakdown all would have gone well, but for a terrible storm which beset the disabled vessel on the 4th of this month. It struck us while we were lying to making repairs. The vessel pitched and rolled frightfully in the gale, and for the first time since the breakdown the passengers began to feel uneasy. The engineers were unable to work because of the violent tossing of the ship. It was impossible to handle the heavy pieces of machinery.

A gale burdened with sleet and snow swept out of the west with terrific force and the vessel pitched and tossed in the tempest. But for the storm the passengers would not have expressed any anxiety. We were frequently beset by gales which at times threatened to founder the vessel. We cannot say too much in praise of the captain and officers, who behaved manfully and did not let the storm terrorize or make our lot as comfortable as possible.

Following is copied from the log of La Gascoigne.

Date. Longitude. Latitude. Miles.  
January 27th.....13.47.....49.47.....449  
January 28th.....24.10.....49.44.....407  
January 29th.....33.15.....49.38.....380  
January 30th.....33.21.....49.38.....380  
January 31st.....40.24.....41.17.....215  
February 1st.....46.00.....41.40.....225  
February 2nd.....52.16.....43.60.....289  
February 3rd.....57.02.....32.09.....818  
February 4th.....64.41.....42.11.....490  
February 5th..........  
February 6th..........  
February 7th.....66.50.....40.65.....169  
February 8th.....68.35.....39.45.....117  
February 9th.....70.70.....40.14.....79  
February 10th.....74.10.....40.37.....13

Julius Mattinger, a representative of the firm of Perry, Rogers and Paris and New York, was interviewed over the side of La Gascoigne. He said:

"We broke down on the third day out. We did not become alarmed, as we did not know very much about what was the matter. The captain and officers were all right, and we had confidence in him. Our first experience with gales was on February 4th. We had a terrible blow then, and one of the boats was badly damaged."

"Was anything carried away?"  
"No; the ship stood it well. We had plenty of provisions, and food for the crew. Some of the passengers assert that they were kept in ignorance of the ship's position, and that they were not told the reason of the many stoppages of the engines until land had been sighted."

"They said, however, they had no complaints to make against the officers. The captain reported some terrible outward signs of the troubles she had met."

It was after midnight when La Gascoigne reached the bar, where she anchored for the night.

## REJOICING IN NEW YORK.

New York, February 11.—Not since the *Undine* was reported as having been lost on a perilous voyage across the Atlantic with a broken shaft has there been such excitement in this city as this evening. When the news was flashed across the wires that a steamer resembling the long-missing La Gascoigne had been sighted off Fire Island, the inference that the *Undine* steamer was safe did not for some time reassure the generally incredulous public.

In every hotel, in every club, in almost every home in the city the topic of conversation was the arrival of the ship, the hope of whose rescue from the terrible storms which have caused such terrible disasters in the maritime world had almost deserted the hearts of the most sanguine.

## ABANDONED AT SEA.

LONDON, Feb. 11.—The British steamer Maryland, from Philadelphia, which arrived at Valentia, Ireland, last evening, damaged her bows in striking the disabled steamer *Undine*, which she was obliged to abandon as her supply of coal was exhausted. The *Undine* had run out of coal and had been obliged to burn all her available wood-work. She was proceeding under sail.

## ALLIANCE OF REPUBLICANS.

San Salvador, February 11.—Rumors of a secret alliance between the Republics of Costa Rica, Nicaragua, and possibly Costa Rica, against Salvador caused the greatest excitement here.

## AN ARMENIAN LEADER TO DIE.

LONDON, February 11.—A special dispatch from Moscow says: It is rumored that the popular Armenian leader, Hadji Vahagn, has been condemned to death.

## PARADES IN ITALY.

Rome, February 11.—Earthquake shocks were felt yesterday evening at Reggio and at Mirazze and Messina, Sicily.

## ONLY THE STARS AND STRIPES.

Boston, February 11.—In the House today by a vote of 190 to 21 the bill was passed which prohibits the exhibition of a foreign flag on any public building or school house except during a distinguished foreigner's visit and by the Governor's approbation.

## SUICIDE OF A SPANIARD.

New Orleans, February 11.—Salvador de la Hara, a Spaniard of noble birth from Seville, Spain, committed suicide today by shooting himself through the head. His indignity had turned to remorse.

## DISCOVERED BY ROYALTY.

LONDON, Feb. 11.—Miss Annie Boecker, the only woman on the *Undine* who was saved, today received a command from the Queen to visit her at Osborne House, the Royal residence, and to be accompanied by the Queen's eldest daughter, the Princess Victoria.

The royal yacht was placed at her disposal for the purpose of the visit. Empress Frederick of Germany, the Queen's eldest daughter, is visiting her mother at Osborne House, and Miss Boecker was given a most gracious reception by her majesties, who listened with interest to her graphic story of the disaster and the rescue of the *Undine*.

Both expressed the deepest sympathy with her. Upon the conclusion of the audience Miss Boecker was taken to the Queen's carriage and embarked for England in the royal yacht.

Messrs. Koller, Wallis & Co., agents for the North German Lloyd Steamship Company, state that the body landed at Harwich yesterday is unquestionably that of Herman Gehreke, the doctor of the *Undine*.

LONDON, February 11.—The inquiry into the inquiry on the passengers of the *Undine* supposed to have been Edward Muschowski declares himself to be the real Edward Muschowski and the body that of Gutmann, his brother-in-law, who accompanied him from Baden, taking the witness's passports, cards, etc., and securing a second cabin passage to New York. Gutmann lost 300,000 gulden in house speculations and embezzled the funds of the company of which he was a director. Gutmann's sister, booked as Estelle Golder, had 16,000 gulden when drowned.

## FROM AMERICA TO ASIA BY CABLE.

Washington, Feb. 11.—A bill to incorporate the International Pacific Cable Company, for a cable from London to the Hawaiian Islands and thence to Japan and other points in the Pacific ocean and the mainland of Asia and Australia, was introduced in the House today by Representative Charles W. Stone of Pennsylvania.

The incorporators are William Alford, Samuel T. Alexander, Hugh Cecil, William H. Diamond, Alfred S. Hartwell, Edward B. Pond, John Irwin, Ray Stone, A. G. Hawes, Herman Oelrichs, Charles R. Bishop, G. W. McNeer, Louis B. Parrott, W. M. Buckner, C. I. Taylor, O. D. Baldwin, Henry Allen, W. J. Adams, John D. Sprockell.

The bill proposes to give the company the right to hold the requisite connections, land offices and stations, and to exercise such power as may be granted by any other Government, with the provision that nothing in such action shall be construed to constitute a first lien on the property of the company or to guarantee carrying out its contracts.

The capital stock is to amount to \$5,000,000, in 50,000 shares of \$100 each, with the right to increase to 200,000 shares by a vote of two-thirds of the stock, and the stockholders are to be organized when \$1,000,000 of stock has been subscribed for and 10 per cent. of the subscription paid. Nine directors are to constitute the board, to serve three years and hold their meetings in the United States. The bill includes an authorization for 6 per cent. bonus to the amount of \$300,000,000, to constitute a first lien on the property of the company and to provide for an annual report to the Secretary of the Treasury. It is understood that the incorporators will endeavor to obtain subsidies from the Governments interested and will try to secure the patronage of the United States for their company.

## THE PRINCES OF WALES THE CAUSE OF.

## A STOLEN BALL.

LONDON, February 9.—Strange gossip is going around in society about the great fancy ball at Warwick Castle, which was given by the Duke and Duchess of Warwick.

Warwick intended that this ball should be an historic entertainment. She had equipped

on the presence of the Prince of Wales and the Duke and Duchess of York, it was anticipated at the last moment that these royalties could not accept the invitation.

It now looks out that the Princess of Wales strongly disapproved of the Prince or the Duke or the Duchess going to Warwick Castle, ostensibly because in mourning for the Queen. The Princess at the outbreak insisted on attending, but finally the



## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

St. Louis	Tuesday	March 19.
Victoria	Tuesday	April 23.
Tacoma	Tuesday	May 14.
St. Louis	Tuesday	June 4.

THE Steamship *St. Louis*, Captain J. Rowley, sailing at Noon, on TUESDAY, the 19th March, will proceed to VICTORIA, B.C., and TACOMA, via SEAGRAM, INLAND SEA, KOBÉ and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Letters of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward with the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARROLL &amp; Co., Agents.

Hongkong, March 1, 1895. 430

## Occidental and Oriental Steam-Ship Company.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Tuesday, March 19, at noon.
Gaika (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Tuesday, April 9, at noon.
Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Thursday, May 9, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on TUESDAY, the 19th March, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 28, 1895. 413

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN &amp; HAMBURG.

## PORTS IN THE LEVANT, BLACK SEA &amp; BALTIC PORTS.

## ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON &amp; SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Beyern	Monday	April 1.
Preussen	Monday	April 29.
Karlsruhe	Monday	May 27.
Prinz Heinrich	Monday	June 24.
Beyern	Monday	July 22.
Preussen	Monday	August 19.

ON MONDAY, the 1st day of April, 1895, at 3 p.m., the Company's Steamship *BEYERN*, Capt. Schumacher, with MAILS, PASSENGERS, SPOKES, and CARGO, will leave this port as above, calling at Nagasaki and Genoa.

Shipping Orders will be granted till Noon on SATURDAY, the 30th March, Cargo and Specie will be received on board until Noon, on MONDAY, the 1st April, and Parcels will be received at the Agency's Office until Noon, on SATURDAY, the 31st March. Consular Invoices are required. No Parcel Receipts will be signed for less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELOERS &amp; Co., Agents.

Hongkong, March 11, 1895. 690

## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

## ALSO, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th March, 1895, at Noon, the Company's S.S. *SAGHALIEN*, Commandant CHEVALIER, with MAILS, PASSENGERS, SPOKES, and CARGO, will leave this port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 10th March, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURAINE, Acting Agent.

Hongkong, March 6, 1895. 473

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Wednesday, April 17, at noon.
China (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Tuesday, April 30, at noon.
Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama)	Saturday, May 18, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on WEDNESDAY, 17th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Land routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to this regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 9, 1895. 600

LANGUID WOMEN, PALE CHILDREN, OLD PEOPLE, INVALIDS.

VIN CHAPOTEAUT

(CHAPOTEAUT'S WINE OF PEPTONE)

A DELICIOUS NUTRITIVE STIMULANT

This alimentary wine is easily assimilated when no other solid or liquid food will remain on the stomach, as indicated in constitutional debility and lack of digestive power.

Aged, Anemic, and Convalescent Sufferers from Consumption, Cancers, and Ulcers of the Stomach.

CHAPOTEAUT, PARIS.

For Sale by A. S. WATSON & Co., Chemists.

Hongkong, March 11, 1895.

Intimations.

WINE AND SPIRIT MERCHANTS.

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